

ATTACHMENT:
Federal Authority Advice Record
Response due by August 30, 2021.

Please submit the form to: KsiLisimsLNG@iaac-aeic.gc.ca
Ksi Lisims LNG - Natural Gas Liquefaction and Marine Terminal Project – Nisga'a Nation,
Rockies LNG Limited Partnership and Western LNG LLC
Agency File: 005806

Department/Agency	Department of Fisheries & Oceans Canada (DFO) / Canadian Coast Guard (CCG)
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1. Is it probable that your department or agency may be required to exercise a power or perform a duty or function related to the Project to enable it to proceed?

Yes.

The CCG is a special operating agency within DFO helping to meet its responsibility to ensure safe and accessible waterways for Canadians. CCG also plays a key role in ensuring the sustainable use and development of Canada's oceans and waterways.

Transport Canada (TC) is the lead for Canada's marine safety system, establishing the legislation and regulations that oversee the system. The CCG, operating from within DFO, provides services to the system at the operational level. The CCG fleet supports DFO as they carry out science, hydrographic work and conservation and protection operations. It also supports commercial fishing, maritime transportation, shipping and tourism industries as well as recreational boating.

The Oceans Act gives the Minister of Fisheries and Oceans responsibility for providing the following in relation to the proposed Project: aids to navigation; marine communications & traffic services; icebreaking and ice-management services; channel maintenance; marine search & rescue; marine pollution response; and support of other government departments, boards and agencies by providing ships, aircraft and other services.

The Canada Shipping Act gives the Minister of Fisheries and Oceans powers, responsibilities and obligations concerning aids to navigation; search & rescue; pollution response; and vessel traffic services.

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2. Is your department or agency in possession of specialist or expert information or knowledge that may be relevant to the conduct of an impact assessment of the Project?

CCG is in possession of specialist or expert information or knowledge for the following:

- **Marine Incident Prevention:**
 - Marine Communications & Traffic Services
 - Aids to Navigation
- **Marine Incident Preparedness and Response:**
 - Marine Search & Rescue
 - Environmental Response
- Marine Incident Prevention:
 - Marine Communications & Traffic Services (MCTS)
 - The MCTS program ensures a reliable communication system is always available to contribute to the safety of life at sea, the protection of the marine environment, the safe and efficient navigation of shipping in Canadian waterways, and maritime domain awareness
 - Enhanced information on vessel transits including regulating vessel movements, identifying and monitoring vessels, providing navigational information and assistance to encourage safety, efficient navigation and environmental protection.
 - Aids to Navigation
 - Canada's aids to navigation system is designed and operated to enhance marine safety, accessibility of waters, and efficiency of vessel movements.
 - Program uses aids to navigation to help mariners confirm their positions, stay inside navigable channels and avoid marine hazards. Design and review specialists analyse the mix of aids to navigation and consult with users to recommend improvements as needed.
- Marine Incident Preparedness and Response:
 - Environmental Response
 - Coast Guard is the operational arm of the Government of Canada responsible for ensuring an appropriate response to marine pollution incidents within 200 nautical miles off the coast of Canada. The objective of Coast Guard's Environmental Response program is to minimize the environmental, economic, and public safety impacts of marine pollution incidents.
 - Impacts of marine pollution on public safety, the economy, the environment.
 - Emergency planning including local response plans.
 - Response teams including systems for monitoring health & safety, mechanical sweep and recovery, containment deflection and protection.
 - Response actions.
 - Marine Search & Rescue (SAR)
 - Search & Rescue in Canada consists of a range of programs and services that are designed to save lives, to assist people and vessels in distress, and to prevent future incidents. Coast Guard leads the provision of maritime search & rescue services in Canada.
 - Maritime search & rescue delivery, new lifeboats and lifeboat stations, increased opportunities for search & rescue for Indigenous organizations and coastal communities, training and exercising.

3. Has your department or agency considered the Project; exercised a power or performed a duty or function under any Act of Parliament in relation to the Project; or taken any course of action that would allow the Project to proceed in whole or in part?

No.

4. Has your department or agency had previous contact or involvement with the proponent or other party in relation to the Project? (for example, enquiry about methodology, guidance, or data; introduction to the project)

No.

5. Does your department or agency have additional information or knowledge not specified, above?

No.

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6. From the perspective of the mandate and area(s) of expertise of your department or agency, what are the issues that should be addressed in the impact assessment of the Project, should the Agency determine that an impact assessment is required?

For each issue discussed, provide a concise, plain-language summary that is appropriate for inclusion in the Summary of Issues and Engagement.

- The proponent proposes to move the permanent operational workforce to and from the terminal site via water taxi. The numbers and frequency of personnel changes are of concern given the distance and availability of SAR resources as well as the lack of reliable VHF coverage with Prince Rupert MCTS.
 - The proponent has estimated between 140 and 160 LNG carriers would call at the terminal per year and be assisted by three or more tugboats for berthing and un-berthing. This could equate to three transits a week to/from the berth which greatly increases local shipping executing complex manoeuvres in an area of unreliable/partial VHF, AIS, and radar coverage posing heightened risk for mariners and workers.
 - The proponent states that “exclusion zones” will be developed for extra safety around the terminal while the Front-End Engineering and Design (FEED) process is underway. Who will be responsible for monitoring these zones and enforcing them? MCTS has no sensors in the area nor the available manpower or legal authority to assist with enforcement of these zones, nor is it within its mandate.
 - Although explosion and fire accidents are a low-probability high-consequence event, response time and resource availability are of specific concern and further complicated by the lack of reliable and complete VHF/AIS, RADAR/MCTS capabilities/coverage and the MCTS staff necessary to monitor the vessel traffic. The proponent should be aware of risks of shore-based accident or injury requiring aeronautical or maritime evacuation of casualties and delays due to SAR resource distances and availability.
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- The proponent describes the main mishap scenarios related to the shipping of LNG as a grounding or vessel allision with the terminal and collision of an LNG carrier with another vessel. The proponent should be aware of the following safety considerations (gaps/risks):
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- Should an incident take place in one of the more remote areas along the proposed route, there could be a delay in getting information relayed to the required agencies to provide the appropriate level of assistance. The proposed terminal location is outside the Coast Guard VHF coverage area; this could pose possible constraints in communicating with vessels along the entire route.
 - Prevention/mitigation of marine incidents could also be impacted due to the possible inability to monitor the complete voyage of a vessel because it provides navigational information derived from sensors such as AIS and radar.
 - Proximity and response time from the proposed project location and designated traffic routes to appropriate resources. Risks of a humanitarian or shore-based incident requiring marine response due to the location and structure type of the proposed project, and the effects of a potential response on the marine SAR coverage for other incidents in the area.
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- The proponent advises that project engineering will incorporate accident and spill prevention design mitigation measures. The proponent should be aware of the following:
 - Prince Rupert MCTS capability to support collision prevention and navigation safety aids in the proposed area is limited due to VHF and sensor coverage constraints. The proposed facility currently falls outside of a prescribed Vessel Traffic Services (VTS) zone and, therefore, CCG has no regulatory power within a portion of the proposed route.
 - The proponent has described its Emergency Response Plan and relationships with key partner organizations but it is unclear whether this is limited to the terminal facility. Although marine shipping is incidental to the project, the proponent should elaborate on existing emergency response mechanisms and arrangements with Response Organizations within the spatial extent of marine shipping associated with the project. Further, it is

recommended that the proponent describe the role it would play in the event of a spill, collision, grounding or other accident or malfunction, at or adjacent to the marine shipping area, their reporting requirements and how they intend to meet them, including any emergency spill response training and exercise regimes.

- The proponent identified winter storms in the area of the proposed project can cause extreme sea conditions. Increased vessel traffic in an area with limited/partial radio coverage and tracking capabilities with year-round operations that include helicopter pilot transfers and water taxi staff changes are concerns given SAR response unit transit time and proximity.

Laura Yerex

Name of Departmental / Agency Responder

Acting Manager, Project Review Office

Title of Responder

August 30, 2021

Date